THE DAILY BEE.

MAHA PUBLISHING CO., PROPRIETORS 916 Farnnam, bet. 9th and 10th Streets. TERMS OF SUBSCRIPTION

One cony I year, in advance (postpaid).....
6 months " " RAILWAY TIME TABLE.

MR CARD CHICAGO, ST. PAUL, MINRAPOLS AN Leave Omaha—No. 2 through passenger, 1 m. No. 4, Oakland passenger, 8:30 a. m. Arrive Omaha—No. 1, through passenger, 2:5 m. No. 3, Oakland passenger, 5:30 p. m.

LEAVING OMARIA BAST OR SOUTH BOUND. ., B, & Q, S a, m,—3:40 p, m, & N, W,, 6 a, m,—3:40 p, m, , R, I, & P,, 6 a, m,—3:40 p, m, C,, St, J, & C, B,, S a, m,—6:30 p, m, Arri t, Louis at 6:25 a, m, and 7:45 a, m,

WEST OR SOUTHWESTS. wast or southwarts.

k M. in Neb., Through Express, 8:35 a. 1

k M. Lincoln Freight.—7:00 p. m.

P Express, 19:15 p. m.

k R. V. for Lincoln, 10:20 a. m.

k R. V. for Osceola, 9:40 a. m.

freight No. 5, 5:30 a. m.

freight No. 7, 6:10 p. m.—emigrant.

freight No. 11 8:25 p. m.

ARRIVING-FROM HAST AND SOUTH B. & Q., 5:00 a. m.—7:25 p. m. & N. W., 9:45 a. n., —7:25 p. m. R. I. & P., 9:45 a. n., —9:05 p. m. C., St. Joe & C. B., 7:40 a. m.—6:45 p. J., St. L. & P., 10:55 a. m.—4:25 p. m. ARRIVING PROM THE WEST AND SOUTHWEST & R. V. from Lincoln-12:12 p. m.

O. & R. V. from Lincoln—12:12 p. m.
U. P. Express—3:25 p. m.
B & M. in Neb., Through Express—4:15 p.
B. & M. Lincoln Freight—8:25 a. m.
U. P. Freight No. 10—1:40 p. m.
No. 6—4:25 p. m. Emigrant.
No. 8—10:50 p. m.
No. 12—11:35 a. m.
O. & R. V. mixed, ar. 4:35 p. m. Nonth.

Nebraska Division of the St. Paul & Sioux Cit
Koad.

2 leaves Cmaha 8:30 a. m. 4 leaves Omaha 1.30 p. m 1 arrives at Omaha at 5:30 p. m. 8 arrives at Omaha at 10:50 a. m.

DUMNY TRAINS MATWERN OMAILA AND Leave Omaha at 8:00, 9:00 and 11:00 a. m.: 1:00 2:00, 3:00, 4:00, 6:00 and 6:00 p. m.

Leave Council Bluffs at 8:25, 9:25, 11:25 a. m.: 1:25, 2:25, 3:25, 4:25 5:25 and 6:25 p. m.

Sundaya—The dummy leaves Omaha at 9:00 and 11:00 a. m.; 2:00, 4:00 and 5:00 p. m. Leaves.

Council Bluffs at 9:25 and 11:25 a. m.; 2:25, 4:21 and 5:25 p. m.

Opening and Closing of Mails.

Cay, viz: 4:30 a. m. A Lincoln Mail is also opened at 10:30 a. m. fice open Sundays from 12 m, to 1 p. m. THOS. F HALL P. M.

AHAMO Business Directory.

Abstract and Real Estate. JOHN L. McCAGUE, opposite Post Office. W. R. BARTLETT 317 South 13th Street.

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A. T. LARGE Jr., Room 2, Creighton Block

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plants, cut flowers, seeds, boqu 16th an I Douglas streets. Civil Engineers and Surveyors. ANDREW ROSEWATER, Creighten Block

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calvanized Iron Cornices, Window Caps, etc., nanufactured and put up in any part of the sountry. T. SINHOLD 416 Thirteenth street Crockery.
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DRS. COFFMAN

GRAND GAME

Hunting the Elephant in Oramboland, Africa

dence Cleveland Plaindealer. I little expected when listening to Artemus Ward's five minutes' lecture on Africa that I would ever be found in its jungles shooting elephants, lions, and other small game. Mr. Ward, in his brief remarks, made a serious blunder when he said Africa was celeorated but for one thing, and that was he rose-meaning, as he explained it, the negroes. Much as has been writ-ten on the subject, and graphically as many parts of it has been described. there yet remains at least as much unold. I could fill my paper with my hair-breadth escapes, personal en-counters with the noble kings of the place, one fourth white and the rest Malays, Hindoos, Madagascars, Mozambiquers, Kaffirs, Hottentots, Arabs, St. Helenans, and a mixture of the whole, every shade of color from white to coa black. On landing you are shouted at in every imaginable tongue for the privilege of carrying your luggage from the dock to the notel, The houses are mostly one and two stories, built of brick, stuccoed and whitewashed on the outside, with stoops projecting into the streets, which are, with one or two exceptions, without sidewalks. There is no system of sewerage, which accounts for the filthy condition of the place. The morning was clear, with the usual accompaniment of intense Afri-

We left camp at daybreak can heat. and passed through a densely wooded ountry for two days, when we arrived at some large rain pools, where we discovered that elephants had but recently slaked their thirst. We found some bushmen in the vicinity, and from them we learned that about five miles to the northward there was water, where the elephants had been drinking every nightfor about a week. eaving the cart. we walked over near the water and encamped there for the night. Early the next morning some of the bushmen went to the leviathan drinking and bathing place, and soon returned with the cheering report that about fifteen elephants had been there during the night. By sunrise we were us and ready for the fray. We started on the spoor (Dutch for track), and from that time, with the exception of a few brief breathing spells, we kept up the march until near 1 o'clock, when we overtook our game. The sun was pouring his blistering rays down upon us at about 110 degrees. The animals were first discovered by one of our bushmen, who had climbed a tree take observaions, and were standing contentedly nd on good terms with each other in he shade of some large trees. It recalled to my mind youthful observa-tions on the first elephant I ever saw, and could hardly realize the fact that I was about to test with lead the

capacity of the elephantine hide.

After a preliminary rest and consultation we crept forward to within about fifty yards of where the elephant stood. On account of my leadership I was given the honor of having the first shot. I cast my eyes over the herd, and selected the largest in sight. I raised my gun and blazed away, the natives following with their shots immediately after. Part of the herd, when they discovered the condition of affairs, considered that discretion was the better part of valor, and rushed away. But I soon found that I had as much as I could attend to without observing the actions of apacity of the elephantine hide. that I had as much as I could attend to without observing the actions of my companions, for the elephant that I had wounded cocked his ears, ele-vated trunk, and with a loud trumpet-ing rushed straight for me at the top of his speed. I soon found that the condition of affairs had been some-what reversed; instead of me hunting effectual attempts to rise to his feet, but fell over lifeless. It was by far the most exciting hunt I ever had, and you may believe I was not a little

ated with my success. During the battle I had heard shots at times from my companions, who were pursuing the herd, and soon DRS. COFFMAN

—AND—
THOMPSON,
Physicians and Surgeons.
Orrice, Over Cruleshank, 15th 81, Bet.
Parnham and bordshaw, 15th 81, Bet.
Parnham

ce a sign of them, but when slaughter takes place they come with he vultures and hyenas, all ready to partake of the banquet, After cuting out the tusks, which are imbed led in the soft bone of the head for half their length, we loaded the care with meat and went back to the wa-

The next day I went to another water, some miles away, to look for spoor, but found none. The day fol spoor, but found none. The day fol lowing bushmen that I had sent ou came in and reported having seen elephant tracks, and that the animals took the trail and overtook them about 10 o'clock, and began the fight soon after, keeping it up until about 1 o'clock p. m., when from sheer experish, I had it killed. Cows fight with a desperation, I think, exceeding the bulls. One of them came very near ending my elephant-hunting, at least in this world, that day. that a passenger train shall lose no I had to throw my gun away and run time, if possible, and the stock train for my life. There was not much unwill lose as little time as possible. derbrush, and I had a long run before In such a juncture the dispatcher I could get out of her sight. If any has no time to plan. All stations are one can imagine a locomotive chasing notified of the disturbance and every one can imagine a locomotive chasing him through the woods, and barely escaping from it, they can have some idea of the charge of a wounded and infuriated elephant. It is not every one brain can do the work and a man man who has the nerve to hunt ele-twho has not in his mind a vivid pic phants at all, and but few will stand ture of the roads, such as a conductor a second charge or risk it. To get has, would find himself at a disadboscis is certain death. Although a very dangerous sport it is most exciting, and I must say I was proud of my victory over my first animal, a tremendous brute, standing at least ten or twelve feet high. When enraged the elephant stops at nothing. Bush and trees are no impediment to him, un-

ess of large growth. sporting purposes, I will give them an idea of the kind of arms and ammuhunting are of various calibre, and each man carries two or more of them. Ostriches are shot with rifles of any kind. Double breech-loading rifles, twelve to the pound are used for ele-phants, giraffes, hippopotami and other larrge game. Elephants have been killed with military breech-load-ers, such as the Sandar West carrying a ball weighing eight, ten and ers, such as the Snyder, Westley, Richards, Winchester, and Reming-ton, but these are not to be depended on. They penetrate well, but do not seem to produce shock enough to cause speedy death. Both round and conical bullets are used, the latter

Dispatching Trains by Telegraph. New York Sun. A wild-cat train used to be the dread of railroad men. Now every freight train on a great many roads is a wild-cat. Yet it runs with more safety to itself and to other trains than when it used to be time-tabled. It starts out when it can, and there-after runs or lies still on sidings under

orders received at the stations. This state of affairs has been brought about by the increasing use of and dependence on the railroad telegraph lines. But to secure safety, the telegraph must be eked out with the flag. The engineer can be communicated with only by flag or lantern. Telegraphic communication stops at Telegraphic communication stops a

the stations. of his speed. I soon found that the condition of affairs had been some what reversed; instead of me hunting the elephant, the elephant was exerting no inconsiderable amount of speed in hunting me. I did not stand long on the order of going, but fled with a speed that would have won at least second prize in a go-as-you-please match. By keeping to leeward of him and dodging among the bushes. I got out of his sight. He rushed impetuously by me, over thorn bush and young trees, perfectly reactiously following him a short distance I got another shot at him. He turned on his track, and after cautiously following him a short distance I got another shot at him. He about the sharpest race for a quarter of a mile I ever had in my life. He then gave up pursuit and turned back. I followed in his tracks, which were covered with blood, and soon overtook him. I prepared for a desperate encovered with blood, and soon overtook him. I prepared for a desperate encovered with blood, and soon overtook him as shot that broke his shoulder, and preventing his charging again, left him hors de compact. Blood was streaming from him, and he was hardly able to move Game was still in his eyes. Approaching within a few vards of him I gave him two more shots, and he sunk on his knees and buried his long tasks in the ground. He made several in effectual attempts to rise to his feet, but fell over lifeless. It was by faither the results and the proportion of the Three years ago every flagman on the Eric railroad was summoned to the superintendent's office and there

When the engineer has given the signal for the flagman to come in it by no means follows that the train must wait for him. The flagman gets back if he can. If he cannot, he must follew on the next train he can get. His flag is a pass on any train. Sometimes, when a fog his on the Jersey Meadows, an Erie train comes in with only the engineer and conduc-

hardly a possibility of one train rashing into another. There are 130 laily passenger trains scheduled on l'hese must necessarily be run accordng to a time schedule. Of the numper of freight trains only two are now scheduled; and it is said that this is a nere form, since it is impossible that hey should run on time. The only reneral rule of the road as to the run ning of trains not carrying passenger is that right of way shall always be given to stock over all other trains.

All freight trains may be said to b were heading for a water that lay run under the eye of a train dispatch about two hours' walk beyond. I took er, whose business is to study the the hunt to that place, and the same train sheet. This is a very large night a herd of thirty or forty were ruled sheet of card board, on which drinking there. Next morning we the telegraphed time at which every trail and overlook the train on the road passes a station put down as soon as it is received. This sheet informs him just where soon after, keeping it up until about 1. This sheet informs him just where forest, and other equally unpleasant o'clock p. m., when from sheer expected time is Some roads make their train the characters and peculiarities of the different nations, the rivers, lakes and general appearance of the country, but will at present confine myself to my first elephant hunt. One word in regard to Cape Town. It is about an filthy and undesirable a place for a permanent residence as could be found under the sun. Its population of about 40,000 is composed of about as motley a lot as ever existed in one place, one-fourth white and the rest impossible to make good time. He must know where to lay up an unimportant freight train, and where to stop a stock train temporarily, so that a passenger train shall lose no

notified of the disturbance and every moment comes a statement from on of them that such or such a train i there and waiting for orders. Only within reach of an elephant's provantage. There is a record of the boscis is certain death. Although a orders sent out by a dispatcher to the Erie office in case of accident several years ago, showing that frequently during a period of eight hours the dispatcher sent out as many as three telegraphic orders a minute. The ob-ject is to keep as many of the import-ant trains moving as possible.

The complex work sometimes Before closing this letter, and for quired it is impracticable to illustrate the information of those who may but the dispatcher's method may be contemplate visiting South Africa for shown as follows: quired it is impracticable to illustrate,

Suppose, on a single track section of the road, train 144 moving eastnition I used. Guns used in Africa ward cught to meet train 137 at Englewood, and that train 137 moving westward has the right of way. Now, i the latter train is an hour late, it is plain that train 144 will be delayed ar hour if it waits for 137 at Englewood. In such a state of affairs the train dispatcher prevents the delay of train 144 by issuing orders as follows:

Conductor and engineer, 137, J. C. (telegraphic name for station that train 137 is yet to pass): Do not pass Bergen until train 144 arrives there; 31 (telegraphic question meaning "How do you understand this?"). E. O. H., Superintendent.

S. S., Train Dispatcher. sometimes steelpointed. Lead for all large game is hardened by the addition of tin or type-metal. Pure lead the station. They read the dispatch, would not break bones, and when an elephant has just come from a mud-the number 32 happens to mean in wallow, it would hardly penetrate the the code of signals, "We understand as follows." The dispatch, with these additions, is now sent back to the dispatch. patcher. If it comes back to him just as he sent it, he then knows that both the engineer and conductor have sen it, and that it has been transmitted to them just as he sent it. He then sends back the letters "O. K.," which the operator puts on the paper, with his own initials, and shows to the engineer and conductor. The message is then filed. Until the "O. K. comes from the dispatcher the train must stand on the track, if it is al

day.

This order provides a stopping place for the delayed train at a poin as near as pessible to the place where the two trains would naturally meet if both kept running. As soon as this transaction is completed the folwing order is sent with like care

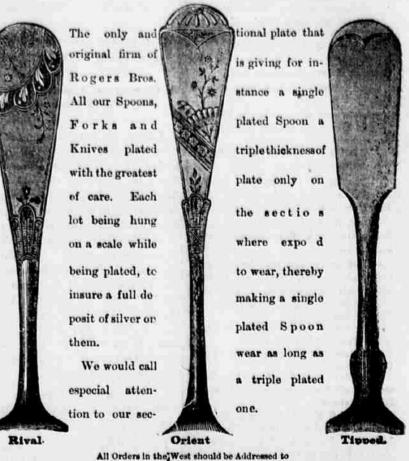
and formality-"Conductor and engineer of train

E. Asenity Hall, Binghampton, N. Y., writes: "I suffered for several months will a dull pain through the left lung and ship lders. I lost my spirits, appetite and column and will be sufficiently keep up all day. My mother procured some BURDOCK BLOOD BITTERS; I took them as directed, and have felt no pain since first week after using them, and am now quite well." Price \$1.00, trial size 10 cents.

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Finest Siver Plated Spoons and Forks.



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1 Lot English Cashmeres, all Shades, reduced to 37 1-2 cents. 4 Cases Canton Flannels, 8 1-3, 10 and 12 1-2 cents. 4 Bales 4-4 Sheetings, 7 1-2 cents per yard, by the piece.

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Leader of Popular Prices. POLACK Omaha, Collins Cheyenne,

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